

THIRTY DOLLAR
PER ANNUM

Intimations

SANITARY BOARD.

NOTE.—The Western Division of the City lies
to the West of Morrison and East
Streets.

W. BREWER & CO.,
Queen's Road, Hongkong.
12th June, 1901. [620c

Applications (in writing only) stating qualifications, &c., are to be addressed to
THE SECRETARY.
 Hongkong, 11th June, 1901. [615c]

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.

SPECIALITIES:
LEVER WATCH. & CHRONOGRAPHS.
TRADE MARKS:
MAXIM, BERNA, &c.

REPAIRS of WATCHES and CLOCKS
by competent European experts at
Moderate Rate.

NO. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901.

NEW MUSICAL PUBLICATIONS,
MAESTRO A. CATTANEO.

GRAND MASS (with Organ Acctpt).
No. 1 ALBUM (3 Songs, English & Italian).
No. 2 ALBUM (3 Songs).
The 'LILY' Waltz and 'ELIZA' Waltz.
NEW FEATURE:—

444c] To be had of all MUSIC DEALERS.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Indian Commissariat Department to Sell by

PUBLIC AUCTION,
ON
WEDNESDAY, the 19th June, at 2.30 P.M.,
at LAI-CHI-KCK.
A quantity of HAY in Bales and Loose,
more or less damaged.

Also:
Two large MATSHEDS erected only a few months.
A Steam Launch will leave BLAKE'S PIER at 1.45 P.M. to convey intending Purchasers.
TERMS:—As Usual

HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 13th June, 1901. [6270

NOTICE.
THE INTEREST and RESPONSIBILITY

of Mr. FREDERICK EDWARD RICHARDS
in our Firm at this Port, COLOMBO and LONDON
CEASED by Mutual Consent on the 5th inst.
DODWELL, CARLILL & CO.,
FOOCHOW.
Foochow, 7th June, 1901. [622c

To be Let.
TO LET.

FOR Three Months, from 20th JUNE, a
FURNISHED HOUSE at KOWLOON.
Apply to
"F.Z."
C/o This Office.

Hongkong, 12th June, 1901. [621c
TO LET.
 "WOODLANDS WEST," No. 9, SEY-
 MOUR ROAD.

Apply to "S.B."
C/o This Office.
Hongkong, 13th March, 1901. [322c

TO LET.
A HOUSE in RIFON TERRACE.
HOUSES at LEIGHTON HILL.
Apply to.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st May, 1901. [209c

TO LET.

POSSESSION APRIL 1ST.
1, STEWART TERRACE,
Apply to J. W. NOBLE

Hongkong, 6th March, 1901. 1897.

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

MEMBERS are hereby notified that the Range is CLOSED at present, and will not be RE-OPENED before end of this month.

ALEX. MACKENZIE,
Hon. Secretary.

Hongkong, 14th June, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE,"
Captain A. Ramsay, will be despatched as above, on SUNDAY, the 16th instant, at Daylight. The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 14th June, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI,"
Captain will be despatched as above on or about the 10th July.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 14th June, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Goods by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 14th June, 1901.

Intimations.

EYE-SIGHT.

MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES.

at 16, Queen's Road Central,
(R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL).

Business hours—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

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[1453b]

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 14, 1901.

NOTES AND COMMENTS.

A Bad State of Affairs.

At the present time, we are told, there are quite, if not more than fifteen hundred houses in course of erection in Hongkong. Each of these houses is supposed to be under the eye of a Government Inspector of Buildings, whose duty it is to see that the requirements of the Building Ordinance are carried out, that the houses are not constructed improperly and that they are not insanitary. Now the inspection of fifteen hundred houses in course of erection is no light task, and one would naturally suppose that at such a pace, the Government would have engaged an adequate staff of men to carry out the work. As a matter of fact, however, there is but one Inspector of Buildings in the Colony and he is expected to keep an eye upon the whole of these fifteen hundred houses in course of erection. That is to say, if this man starts work at one end of the town to-day, works eight hours a day, and gives half-an-hour to each house (by no means too long for a cursory inspection and far too short a time for a thorough one) taking the whole fifteen hundred houses in turn it will be over three months, not allowing for Sundays and holidays, before he gets back to the house at which he started. Can anyone wonder in the face of this state of affairs that jerry-built houses abound in the Colony?

But, unfortunately, our one Inspector of Buildings is not allowed to devote his whole time to the inspection of houses in course of erection. He has to keep an eye upon those which are already completed to see that they are kept in a proper state of repair, and he has to examine and report upon any that appear to him to be either insanitary or a source of danger to the public, owing to their ruinous condition. This will probably double the man's work and hence he will be only able to inspect a house once in six months, so that it would be quite possible to run up one of our jerry-built affairs between his visits.

Does this seem as though Hongkong was being properly looked after from a sanitary point of view? Does it not rather look as though our officials were merely playing at Government? Where is the use in introducing building and sanitary laws if the Government has no means of enforcing them? It seems to us that the heads of departments are much to blame for this state of affairs. The Director of Public Works must be aware of the number of houses now being run up, and he must also be perfectly well aware of the fact that it is impossible for any one man to keep an eye upon the lot. It must not be forgotten that out here the builders are Chinese, and they will do all in their power to escape complying with our building laws if they can possibly help it, for a hundred bricks saved in the foundations, a bit of work scamped here, a rotten beam put in there, all mean money in the builder's pocket, as do old leaky pipes put instead of sound ones in the drains. A few building inspectors can look after a big town at home, perhaps, because there one has not such an amount of rascality to contend with, but here, if the work is to be properly done, it must be regularly inspected and nothing left to the honesty of the contractor and chance.

We have already shown how disgracefully the Medical Department is undermined, and it looks much as though the Public Works Department was in the same condition. If the Government cannot afford to inspect buildings properly, (and we say it can and must) let it do away with its building ordinances and laws altogether, for they are not worth the paper they are printed upon.

REUTER'S TELEGRAMS.

BOER TREACHERY.

LONDON, June 14th.

Two Boers at Pretoria who had taken the oath of neutrality were captured whilst attempting to join a commando; they were court-martialled and shot.

GERMANY AND CHINA.

Lord Cranborne, questioned in the House of Commons, said the Government understands that Germany intends to continue the maintenance of a garrison at Shanghai for the present, but that no explanation had been furnished to Great Britain.

THE UNITED STATES PRESIDENCY.

President McKinley has declined to be nominated for a third term of office.

LATER.

THE CHINESE INDEMNITY.

It is declared at Washington that the powers are not yet agreed as to the amount of the Chinese indemnity, although China has offered 450 million taels.

WEATHER REPORT.

The Observatory report says:—On the 14th at 11.45 a.m. the barometer has risen moderately on the China coast and over the Philippines. The depression is probably moving Eastwards in Japan. Gradients slight for S. to S.E. winds on the China coast, and in the N. part of the China Sea. Forecast:—Light or moderate S.E. winds; probably some thunder showers.

LOCAL AND GENERAL.

The *Yonchew Echo* reports two shocks of earthquake on the 7th inst., about 8 a.m. The second shock is stated to have been the severest.

YESTERDAY afternoon, the funeral took place of William Henry Mills, aged 4 months, son of Inspector Mills, of the Sanitary Board.

WE draw our readers attention to the advertisement in another column of the well-known Green Island Cement Company, where it will be seen that the price of cement has been advanced 50 cents per cask and 30 cents per bag, of 37½ lbs. and 250 lbs. respectively. The increase dates from June 1st.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m. PROGRAMME.

1.—Overture, "Zanzibar" (M. J. Planchette).
2.—Selection, "The Girl of the Year" (M. J. Planchette).
3.—Waltz, "The Girl of the Year" (M. J. Planchette).
4.—Song, "The Girl of the Year" (M. J. Planchette).
5.—Selection, "The Girl of the Year" (M. J. Planchette).
6.—Dance, "The Girl of the Year" (M. J. Planchette).
7.—Song, "The Girl of the Year" (M. J. Planchette).
8.—Dance, "The Girl of the Year" (M. J. Planchette).
9.—Song, "The Girl of the Year" (M. J. Planchette).
10.—Dance, "The Girl of the Year" (M. J. Planchette).

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

It is reported in home papers that the torpedo-destroyer *Sail*, one of the Devonport flotilla which were out recently for a three weeks' cruise, was struck by a very heavy sea on her way from Birkenhead to Devonport, and the deck was cracked across so much as to let daylight into the stokehold, the side plates being also split for some distance down. She cost about £75,000 and was comparatively a new vessel, and it is feared she is damaged beyond repair. The other two boats of the same flotilla are all reported to be more or less damaged, in fact it is evident that destroyers cannot stand heavy weather; indeed it seems absurd to expect that they should, when one considers their great length, comparative beam and draught, and their plating only 1½ of an inch in thickness. A correspondent of the *Naval and Military Record* writing on this matter says: "For vessels of this type to be knocking about in the Channel and Irish Sea in weather which causes most other vessels to look for shelter seems to be the height of absurdity."

ANENT our offer of a prize for the best essay upon a raid on Hongkong, the following little incident was related to us the other day by a much travelled gentleman. Captain Atkinson, R.N., in command of one of our cruisers on the North American Station, had a very poor opinion of the defences of Barbadoes and even went so far as to tell the General in command that he (Capt. Atkinson) could capture the whole of the garrison with his ship's company with the greatest ease. This the General doubted and, as the naval man was still positive, dared him to make the attempt and Capt. Atkinson said that he would do so. The cruiser steamed out from the harbour and, a couple of days later, crept back again at two o'clock in the morning with all lights extinguished. She was not sighted from the shore and her boats were manned and armed and sent to the Royal Engineers' jetty. Here the sentry was overpowered and the landing party marched quietly up to the barracks and surprised the guard, capturing the whole of the garrison. As soon as this had been accomplished a polite message was sent to Headquarters House apprising the General of the fact. That officer was, it is said, furious, and as a result Captain Atkinson received a rap over the knuckles from the Authorities, who did not think that he should have gone so far as to demonstrate with what ease a hostile force could capture the island.

THE PLAGUE.

Number of cases reported	Chinese	1,169
up till noon of the 13th	Other Asiatics	56
June, 1901	Europeans	18
Number of cases reported	Chinese	22
during the past 24 hours	Other Asiatics	1
	Europeans	0

Total number of cases reported to date 1,247

Number of deaths reported	Chinese	1,126
up till noon of the 13th	Other Asiatics	21
June, 1901	Europeans	5
Number of deaths reported	Chinese	24
during the past 24 hours	Other Asiatics	1
	Europeans	0

Total number of deaths recorded to date 1,177

Since noon on Saturday, last the cases and deaths are:

Cases Chinese	121
" Other Asiatics	5
" European	4
Total	130

Deaths Chinese 125

" Other Asiatics 2

" Europeans 0

Total 127

The plague returns for last week were:

Cases 161

Deaths 155

The returns for 12th June, 1899, were:

Total deaths to date 1,173

New cases in previous 24 hours 84

Deaths in previous 24 hours 44

Patients under treatment unknown

The Indian camp follower case from Kowloon reported a few days ago, died early this morning.

Mr. and Mrs. Brownhill still remain in a critical condition, the remainder of the European patients are progressing favourably.

Mrs. Anna Kratz, of 306, Queen's Road Central, "The Rose, Shankland and Thistle" Hotel, is reported this morning as suffering from plague.

Miss Cecilia Almaro, a young Portuguese woman, aged 17, was admitted to Kennedy Town Hospital, suffering from plague. She was in a comatose state and no hope of her recovery is entertained.

SMOKE SOCIAL AT THE CIVILIANS' CLUB.

Yesterday evening a concert was held at the Civilian's Club in Chancery Lane. The fine rooms, tastefully arranged, were comfortably filled with between 30 and 40 members and friends. The proceedings opened with an acrobatic performance on the piano; truly that piano groaned aloud in its agony. The audience were more polite, they only thought things. Mr. Warren gave a patriotic song reminiscent of Slade Murra, of the London 'Alls.

Mr. W. rd read a paper on "The Future of the Civilian's Club" in a very effective style and as encore, a recitation in true Gervase style, both numbers being vociferously applauded. One of the gems of the evening was then rendered by Mr. Harry Lloyd in a laughing song. I should like to hear it sung to a water buffalo. I believe the solemn animal would have had to smile.

Mr. Osberry was in special good voice and sang in his well known style under exceptional difficulties. Possessing a grand natural organ, it is a pity to see it marred by striving after false effects. Singing the music is written, James, sing as God has given you the power to do, and forget the gallery.

The Chairman in calling on Mr. Viggers, was interrupted by a slight gurgling sound that might be explained by the close connection of Mr. Viggers with something fluid in a long glass. Mr. Viggers gave the most pathetic song of the evening entitled "O Mother dear" (with true pathos I am sure he must be a relative of Dan Leno) any one with a mother as described by Mr. Viggers had better have been born an orphan.

Miss Marie Lloyd contributed a character song with a dance that was distinctly above the ordinary.

Mr. Richard Course looked after the visitors with his usual courtesy grace.

Now for a growl. The committee responsible for the organisation must do better next time. It is not too much to say that there would have been no concert, but for Mr. J. Osberry accompanying as he did all the singers, including himself, on a piano out of tune. Get up and get, as they say in the classics, and you will have enjoyable evenings such as the membership of the club warrants.—Communicated.

THE BEACONSFIELD FIRE.

The inquiry into the cause of the late fire in Mr. Da Rosa's shop in the Beaconsfield Arcade was continued this morning at 11 a.m. Mr. Hazeland proposed recalling the witness Mr. Reid.

Mr. Reid said he remembered meeting Cons. Deveny at the Criterion Hotel a few days after the fire; he didn't remember the exact date. It was during one of the examinations. He and two soldiers and Deveny went to the Criterion for a drink. He paid for the first round. Da Rosa was there. He remembered seeing Deveny the time he saw Da Rosa; as near 9 p.m. as possible. He went to Da Rosa's at 8.30. He saw Da Rosa near 9 p.m. as possible. He came in about 9 p.m. Da Rosa left the room 3 times during the witness' presence. He said Da Rosa was away about 8 to 10 minutes. He sought refreshment for his wife the first time. On two other occasions he went to the door but was not out of sight. He told Deveny (he the witness) left there at 10 p.m. He might have told him Da Rosa was at home at 10 p.m. He did not tell Deveny Da Rosa left the room and did not come back. Da Rosa went on about 9.00 and was away for about 10 minutes and was never out of his sight till the whole left at 10 p.m.

By Mr. Robinson. The statement to Deveny was before the soldiers. He did not say Da Rosa went away and did into come back. He was talking to Insp. McLennan about the fire the next night at his home, 34 Wild Dell. He told Insp. McLennan he said good night to Da Rosa before leaving the house. On leaving he said good night to some one, who he thought was Mr. Varcoe. The witness remembered saying Da Rosa went out, but did not know if he left the house or not. On one occasion he was away about 15 minutes. He did not say to Insp. McLennan that on leaving the house he met someone going in and said "good night Da Rosa" but received no answer. He said good night to Mr. Varcoe not Da Rosa.

By Mr. Robinson. P. C. Deveny was with Insp. McLennan. He did not remember saying on the day he gave his evidence to some one last Tuesday or Wednesday in the compound of the Police Station, that it was Da Rosa he said good night to on hearing someone coming upstairs, and got no answer. He said Varcoe not Da Rosa. The witness lives on the same floor as Da Rosa. The witness was living above. He did not say to P. C. Deveny in the Criterion Hotel, what P. C. Deveny says he did, or words to that effect. When he was leaving the house at 10 p.m. he may have mentioned Da Rosa's name but found out it was Varcoe. He might have said Da Rosa but he meant to say Varcoe. The families are so mixed up. Having the name Da Rosa on his lips he might have said Da Rosa; he could not have told the Inspector and Constable that it was Da Rosa he met coming up the stairs.

P. C. Deveny called, said. He went on the 1st June between 12 and 12.30 a.m. to the Criterion, two soldiers were there with Reid drinking together. He joined in with the others, he was there about ten minutes. Reid paid for a round and Kent paid for a round. Reid voluntarily made a statement. He (Reid) said about 8.30 on the night of the fire he was in Da Rosa's house to see his wife, who was attending Mr. Da Rosa. He stayed about half an hour. Mr. Da Rosa and his half brother came home about 9 p.m. Mr. Da Rosa was not in the room above 10 minutes before he left again, he was a little excited and flurried. He stayed in the house until about 10 p.m. when he left with his wife. Da Rosa was not in the room when he left. He did not see him again that night. The witness told the Inspector of Mr. Reid's statement next day.

By Mr. Goldring. There were only two rounds of drinks in the Criterion; on leaving he came straight back to the Station. He took no notes of Mr. Reid's statement.

Mr. Hastings then stated that he was not aware of new evidence being taken, he was to hear in the morning. He asked to the evidence produced this morning.

Mr. Robinson addressed His Worship as to the extent of the inquiry—contending if a witness denies making a previous statement relevant to the matter in hand, evidence can be brought in support of his having made this statement.

Mr. Hastings' objection was overruled.

P. C. 92 continuing, said, in reply to Mr. Hastings. He went down to take a note to Private Kent. He did not know Reid or know he was connected with the fire enquiry. He told the Inspector what he had heard on the next day in the forenoon. He had the common sense of a man and afterwards, first for the discovery, to remember the statement. He put it down about two days after. After he had told the Inspector.

Mr. Hastings called for the note made by the witness. The witness (turning to the Court) produced the note made by him.

To Mr. Robinson. He went to Wild Dell with Insp. McLennan on the 6th. Reid said he went to the shop to get shaved. He heard Reid say Da Rosa went out on the first occasion for about 15 minutes; on the 2nd he went out from about 5 to 6 minutes; on the third occasion he went out and stayed about 15 or 20 minutes. Da Rosa returned to the room about 9.50. Reid looked at his watch about 10 o'clock and spoke to his wife about it being time they went to bed, and then left the house. Reid said he saw a man in white coming up the stairs and said, "good night Mr. Da Rosa," but got no answer.

Inspector McLennan was then called. The witness said Reid made a statement that when leaving Da Rosa's house he heard a man coming up the stairs. He thought it was Mr. Da Rosa and said "good night" but got no answer. He knew Reid was to be called as a witness but did not know the nature of the evidence he was a going to give.

To Mr. Hastings. He did not ask Da Rosa who his witnesses were to be on the 22nd or 23rd. Da Rosa said he had a witness called Reid.

Adjourned to-morrow at 10 a.m.

SANITARY BOARD.

spread from floor to floor, as he had been in the case of the late Mr. Bell, who was in the same house would not limit its scope. As Dr. Bell and Mr. May had said, the scheme was impracticable, and the difficulties in the way of carrying it out were many.

Mr. Chan A. Fook said that Mr. Osborne's proposal might be given a trial for a few months to see if it would have any effect. Notwithstanding all that had been said to the contrary, the feeling amongst the Chinese was that in going to the hospital they were going to their death.

Lieut. Col. Hughes did not agree with Mr. Chan A. Fook that they were no nearer the suppression of plague now after seven or eight years' trying. When one came to look at it, the fact that cases now-a-days averaged only twenty was good enough proof that the sanitary schemes were having practical results. As to Mr. Osborne's proposal, if people were turned out of their homes, where, as Dr. Bell had asked, were they to go? How were they to know that they did not return home at night? Lastly, where were all the doctors coming from to look after them?

Mr. Osborne, who did not seem to like the severe criticism to which his proposal was subjected, said there was an old proverb that "none were so blind as those who won't see." Dr. Bell had drawn a very beautiful picture—so beautiful, indeed, that the wonder was that a coolie, to get to the hospital, did not willingly contract plague to get there. It was an extraordinary thing that, with plague raging all round, they could only hear of about 20 or 30 cases daily. What became of the others? People left the colony with plague, sometimes at the earliest stages, often at the latest, and the police and sanitary authorities knew nothing about it. His proposal opened up a way to stop a great deal of that illicit traffic. He did not intend that a European doctor should go round attending these coolies, but a Chinese doctor trained in Western medicine. It was absurd on Dr. Bell's part to suppose he meant otherwise.

Dr. Bell—"It is still more absurd of you to talk of a Chinese doctor trained in Western medicine."

Mr. Osborne—"A man trained in Western medicine in a local hospital."

Dr. Bell—"You can't get one at \$500 a month."

Mr. Osborne—"I've got one at \$100."

Dr. Bell—"That's the last one."

Mr. Osborne then described the plague statistics as "rotten," and said they proved nothing.

The motion was then put to the meeting by the President, but found no supporters.

In submitting the second motion, Mr. Osborne agreed with Mr. May in the desirability of wringing out of the Venice Convention, than which nothing could be more ridiculous or absurd.

Mr. Chan A. Fook seconded.

Dr. Clark, after referring to the improbability of a body, after years of burial, still retaining the germs of infection, said he would not oppose the motion.

Dr. Bell said it was against the spirit of the Venice Convention.

Dr. Clark said he would not oppose it if the Government was of opinion that the motion would not mean a contravention of the Venice Convention.

The motion was then put to the meeting and carried. Lieut. Col. Hughes was the only dissentient.

INSPECTOR'S QUARTERS AT KENNEDYTOWN.

A recommendation was submitted by Dr. Clark relative to an addition to the quarters of the inspector in charge of the animal depots, at Kennedytown. It was decided to ask for a vote for the addition of two more rooms, the work not to be commenced until it was seen that the quarters had been free of malaria for a year.

NEW LATRINE.

The plan of a latrine in Hing Wan Street was submitted.

The President said the plan had been submitted for the approval of the Board. The latrine was to be public, and situated in Wanchai.

On the motion of Dr. Clark, seconded by Dr. Bell, the plan was adopted.

PROPOSED NEW PLAGUE CEMETERY.

Correspondence relative to the opening up of a new plague cemetery was submitted. This included a letter, dated 31st May, from Dr. Bell, Principal Civil-Medical Officer, containing remarks on the present epidemic of plague, the treatment of patients—Europeans, Indians, and Japanese—and the means for so doing. Kennedytown Hospital, the letter said, was hardly large enough when two epidemics, plague and smallpox, had to be combated, and should be extended on the site at present occupied by the matsheds used for Chinese—to the east of the main building. The Tung Wah authorities should build their infectious hospital as quickly as possible, or, better still, the Government should build one for Chinese in the neighbourhood, so as to keep the Europeans and Chinese somewhat apart. Some other arrangements should be made for bringing plague bodies other than taking them past Kennedytown Hospital. The sight to those convalescing of a procession of 20 to 30 coffins daily was a most depressing one. Cremation being out of the question, another site should be arranged for before next year's epidemic. In Dr. Bell's opinion, it was time that a proper brick building was erected for the Chinese staff at the hospital. As to nursing, the hospital staff was very deficient indeed. Two trained wardmasters and two trained sisters were required for Kennedytown Hospital, one each for day and night duty. Skilled English nurses should always be about to see that the subordinate staff were doing their work properly. To make the nursing efficient, Dr. Bell recommended (1) the building quarters as far away as possible, incompatible with efficiency, from the hospital, for two wardmasters and two sisters; (2) to get out other wardmaster (one having already been requisitioned) to do duty especially at the Infectious Hospital and to be available for other duties, including private nursing; (3) to obtain from home two sisters under similar conditions. The sisters would live at the Government Civil Hospital, but would proceed to their quarters at Kennedytown as soon as a case of infectious disease in a female was admitted. The letter concluded—"I am induced to lay these views before His Excellency, as I am of opinion that plague is now epidemic here, and that every year we will have an epidemic—varying in severity, no doubt, but still an epidemic—until we know more about the etiology of the disease or until we are prepared to take more stringent measures at the very outset to trace the cases, and it is very difficult in my opinion to suggest remedies for this latter. We should, therefore, be more fully equipped for the treatment of those Europeans or others who may come under our care."

Attached was a copy of the report of the Chinese Cemeteries Committee, dated 13th June, 1900, having reference to the use of a site at Sandy Bay or on Lamma Island for a plague cemetery.

Dr. Clark thought the Board might recommend the Government to plant the cemetery with trees, to keep the cemetery from view, and moved that the Government be requested to ask the Director of Public Works to construct a new approach path for the conveyance of coffins and dead bodies to the graveyard without going in view of the hospital.

Dr. Bell seconded.

Mr. May said he was dead against this plague cemetery, and was of opinion that laziness was the sole cause of Sandy Bay, where the bodies were formerly buried, being given up in favour of the present site at Mount Davis, which was nearer to the hospital. He moved as an amendment that the present plague cemetery at Mount Davis be given up and plague corpses buried in Sandy Bay till a better place was found.

Dr. Bell pointed out that Sandy Bay was the only place available for the landing of merchandise.

Mr. Osborne seconded the amendment.

The two motions put forward by Dr. Clark were put to the meeting and carried.

The amendment was next put and carried, six voting for and three against.

PROPOSED MORTUARIES AND PLAGUE CEMETERIES AT KOWLOON.

A letter, dated 1st December, 1900, and addressed to the Colonial Secretary, was submitted from the Hon. E. H. May. It recommended the construction of a mortuary at Yau-mai or in the vicinity, and another at Kowloon City or vicinity. The establishment of a plague cemetery at Kowloon was also suggested. The principal reason for the recommendation was the fact at present every dead body has to be taken across the harbour and conveyed to the mortuary or cemetery at West Point.

Papers in connection with the subject were attached.

The following minutes were appended:—

Mr. Fung Wa Chuen—"I strongly support the recommendation of the Hon. G. S. P. A mortuary and plague cemetery for Kowloon are indispensable. Although it means more expense to the Government, it will save trouble and inconvenience to the public, and the present method of dealing with the dead. A properly kept cemetery at Kowloon will be no danger to the inhabitants."

Dr. Bell—"I agree with the M.O.H."

Mr. Osborne—"I am opposed to it. Better confine the plague germs to one locality."

Dr. Clark—"I am most emphatically of the opinion that a plague cemetery should not be opened at Kowloon. This is the first I have heard of or seen of this paper, although apparently I was one of the committee appointed to report on the question in December last."

The President said that a temporary plague hospital had been constructed at Mong Kok Tsui. With regard to the cemetery a resolution on the subject had just been passed. He did not know whether it was proposed to open more than one, but he hoped not.

Referring to the President's remark relative to the construction of a temporary plague hospital at Mong Kok Tsui, Dr. Bell said that if the matshed was meant the President was wrong. The matshed was intended only for the reception of dead bodies prior to their removal to Kennedytown.

Mr. May put forward his motion for the creation of a mortuary at Kowloon or vicinity.

Dr. Clark, in seconding, said the mortuary would have to be regularly visited by a medical man, or he might, in fact, reside there.

The motion was carried unanimously.

Mr. May—"I beg also to move that plague cemeteries be established in Kowloon."

Dr. Clark—"I won't second that."

Mr. Fung Wa Chuen—"I second it."

Lieut. Col. Hughes—"I beg to oppose the opening of any other plague cemeteries in the colony."

On a vote being taken, the motion was lost.

APPLICATION REGARDING TREATMENT OF PLAGUE PATIENTS.

An application was read from the Hongkong and Kowloon Wharf and Godown Company, Ltd., asking that the Company's Chinese doctor (Dr. Kwan Kin Leong) be allowed to treat any employees suffering from plague on their own premises in Kowloon in matsheds isolated from other dwellings and surrounded by a wall and locked entrances. What the Company proposed was to place all sick people in separate matsheds—under observation, and if their sickness developed into plague, to transfer them to another matshed and leave them there till they either recovered or died. The observation and plague in matsheds it was proposed to place on Kowloon Marine Lot No. 9, some 250 feet from the nearest dwellings.

Mr. Fung Wa Chuen—"This should be allowed."

Dr. Clark—"I see no objection to this proposal. I believe that Dr. Kwan is a diploma of the Hongkong College of Medicine for Chinese."

Mr. Osborne explained the scheme, which was to provide for the private treatment of his workmen. The idea was practically that of a private hospital.

The application met with general approval, and, on the motion of Mr. May, seconded by Dr. Clark, was granted. Dr. Thomson will visit the hospital daily.

ANALYSIS OF PUBLIC WATER SUPPLIES.

Reports of the analysis of the public water supplies of the colony for the month of May were submitted. The reports were by Mr. F. Browne, Government Analyst, who examined samples of the Kowloon, Tytam, and Pokfulam services, and found the water in each case to be of excellent quality.

A sample of water from a well situated at No. 14, Des Vaux Road, has been analysed by the Government Analyst and found to be tainted with impurities as to be unfit for potable purposes, and likely to prove injurious to health. The well will be closed.

PLAGUE AT SWATOW.

A letter was submitted from H. B. M. Consul at Swatow relative to the outbreak of sporadic cases of bubonic plague there and the action of the Shanghai authorities in enforcing quarantine regulations on vessels arriving from Swatow.

Dr. Clark—"Follow suit."

A motion by the President to recommend the Governor in Council to declare Swatow a port infected with plague, and to enforce medical inspection of ships arriving therefrom was lost, the general opinion being that quarantine would be of no practical use and would prove but a source of annoyance to shippers.

ANALYSIS OF MILK SAMPLES.

Correspondence was submitted relative to the analysis of three samples of fresh milk purchased at 35, Stanley Street (ground floor), 33, Colborne Street (ground floor), and 70, Stanley Street (ground floor). The report of Mr. F. Browne, Government Analyst, showed the sample to be those of genuine milk.

FORTNIGHTLY LINSEAWASHING RETURNS.

The returns for the fortnight ended 10th June showed that out of a total number of 3,430 houses in the Central District, 2,389 had been linseawashed. Seven occupiers in the same district were prosecuted, and fines amounting to \$70 imposed.

DEATHS IN MACAO.

The mortality returns from Macao for the week ended 26th May showed a total of 59 deaths.

MORTALITY STATISTICS FOR THE COLONY.

The mortality statistics for the colony for the week ended 25th May showed a total of 49 deaths against 36.8 in the previous week and 35.2 in the corresponding week last year.

The returns for the week ended 1st June were 53.3 against 36.4 for the corresponding week of last year.

Before leaving Java, I heard several accounts given by men who were actually living right on the slopes of the mountain, and who came to Surabaya after everything was quiet. Their experiences were such that one can only attempt to imagine what they were; but could never thoroughly realize what they must have been. Men, women, and children fleeing from the awful bombardment, and followed by animals of all kinds, wild and tame, which seemed for the time being to have forgotten their sphere in life and followed in silent awe the human beings, as if in acknowledgment of their superior judgment as to the best means of security. Up to the time of my departure

THE ERUPTION OF MT. KLOET.

We have received from Capt. T. A. Mitchell of the Indo-China steamer *Fau-Sang*, which arrived here on the 13th inst., from Java ports, an account of the recent eruption of Mt. Kloeit in Java, which we reproduce in his own words.

The following is an account of what I witnessed at Samarang, Java a few hours after the eruption of Mount Kloeit which took place between 3 and 4 a.m. on May 23rd 1901.

Mount Kloeit (5,676 ft. high) lies in the S.E. of Java, and is one of a group of mountains, S.S.W. from Surabaya and distant between 50 and 60 miles. It is E.S.E. from Samarang 150 miles, and consequently during this season of the S.E. monsoon is situated right in the direction from which the wind is blowing.

The mountain, although a volcano, has been inactive since 1876, and gave no indication that it intended to favour the inhabitants of this beautiful island with the performance it gave them on the above date.

The residents of Samarang, although 150 miles from the spot, were disturbed from their slumbers about 4 a.m. by the booming sound given forth by the explosions, and knowing full well what it meant, were naturally alarmed, as they were uncertain which of the many volcanoes had broken out. I, who myself heard it from the anchorage, thought it was the firing of heavy cannon for some reason or other; and as we are accustomed to such sounds in Hongkong, and elsewhere, didn't take any further notice of it.

I landed from my steamer at 10.15 a.m. to keep a business appointment at 10.30. What appeared to me to be a heavy rain squall, (quite a common occurrence in Java about this time of year) was rising over the land in the S. E. So certain was I that the downpour was imminent, that I hurried to the pier where I was due, in order to avoid getting wet, and reached it, just as the whole town was enveloped in the darkest darkness that ever I beheld. So totally dark had it become in a few moments, that one couldn't distinguish the buildings through it, the more so, as the suddenness with which it came on gave no one time to light their lamps; and until the buildings began to show forth their lights, everybody had to stand just where they were. I myself groped along the side of the house till I found the door, and had to remain there till a light from within showed me how to proceed. When I entered the office where I was expected, what was my surprise, to find my clothing (a white suit) covered with a thick layer of dust (a colour of Portland cement). It would be hyperbolic to state that I was not alarmed, but I soon discovered from the gentlemen I had come to interview, that the cause was no immediate cause for such. They had been no telephonic communication with their house at Surabaya and gave me the facts as far as they knew; which were in short, that Kloeit had broken out at 4 a.m. and that everyone in the regions round about had fled. That this downfall of dust was owing to the wind blowing from the direction of the mountain; and that as business had come to a standstill, there was no other help for it, but to wait till it passed over.

By this time all the streets were lighted, and strange was the spectacle as beheld from the upper window of the office I was in. Everything was covered as if a heavy fall of snow had passed over the city. Offices with open umbrellas, as if they were shielding themselves from the falling snow, (for in the glare of the electric lights it appeared as such) and natives were rushing hither and thither, presumably to see to the safety of their wives and children. A scene which was shortly followed by one of desolation, and Samarang at noon, was as still as if it lay shrouded in midnight attire. Not a living creature of any description was to be seen, the birds even taking shelter wherever they could gain admittance. Any thought of returning to my steamer was out of the question (for although the light house, and harbour beacons were lighted, it would have been impossible to see too far beyond) and as everyone had returned to their homes, I accepted the hospitality of one of the firms, and took shelter with them, with the consolation, that this state of affairs might last one day, and it might last six.

At 1 p.m. the firm took on a blood red glow, which gave to the scene a most weird appearance; and when at 2 p.m. the sun began to struggle through it, (the sun) looked like a ball of blue fire. At 4 p.m. it had become sufficiently light for me to find my way to my boat, and afterwards to my ship. Here I found everything covered to a depth of about 3 inches with the cement-like dust, and the people on board busy filling sacks with it. Of course everyone had been in a state of alarm, not having any news of what had happened, and being at a loss to know what might happen. Total darkness, blacker than the darkest starless night, and a heavy fall of dust from 10.30 till 2 in the middle of the day, would be liable to strike awe into the least susceptible mind.

The following day fuller details were received. It appears that in the crater of Mt. Kloeit an unfathomable lake of mile square exists, and on the eruption taking place this lake was thrown as it were down the Southern slope of the mountain, and taking the form of liquid boiling mud, careered through the country, taking bridges and houses on the way, reaching a place called Belitar, 14 miles to the South and Sumbar, 25 miles in a S.W. direction from the summit, inundating the regions it passed through to a depth of 3 ft. The dust cloud which passed over Samarang witnessed as it travelled, reaching Chilchap on the south coast at 3 p.m. on the 23rd, and Batavia on the 24th in which latter place it was felt with less effect. It has been estimated that in the regions over which this cloud passed 270 tons of dust fell to the square mile, and as a whole it is calculated that from 50 to 60 millions of tons of matter of one kind or another was thrown out by the eruption. Over a radius of about 30 miles from the crater a heavy shower of stones fell, varying in dimensions from the size of a man's fist, to that of an ordinary wash hand basin. A piece I have in my possession, picked up about 6 miles from the crater, and said to be a small specimen, weighs about 3 lbs. Judge then, what it must have been to be bombarded by a shower like this for several hours! I may mention that this shower was not equally distributed; but seemed to be thrown as it were in jets, missing some districts altogether. An old British resident in a letter says—"I have seen the Kloeit burst 3 times—1848, 1863 and now in 1901. The two former eruptions continued at least two days and nights, this time only 9 hours. I don't think there will be any more for 16 years to come."

Before leaving Java, I heard several accounts given by men who were actually living right on the slopes of the mountain, and who came to Surabaya after everything was quiet. Their experiences were such that one can only attempt to imagine what they were; but could never thoroughly realize what they must have been. Men, women, and children fleeing from the awful bombardment, and followed by animals of all kinds, wild and tame, which seemed for the time being to have forgotten their sphere in life and followed in silent awe the human beings, as if in acknowledgment of their superior judgment as to the best means of security. Up to the time of my departure

from Java, 1000 lives were known to be lost; but it will be some time yet ere a true statement can be made. One gentleman, with his wife and two children, who were hurriedly leaving their residence on one of the estates, were overtaken by the boiling stream. Their carriage was upset, and although the parents escaped for a time, both children were washed away by the flood, and had not been seen again, up to the time I left. The gentleman, I believe, died some days after, and the lady was in a dangerous way from the burns she had received. I had the opportunity of visiting the "scene of operations" if I had felt so inclined, but—well, I had sooner face a good, honest, old fashioned typhoon, than the possible result of a storm from the nether regions.

NOTANDA.

CALENDAR.

JUNE.

Astronomical means based on fifteen years' observations to 1898.

Barometer.....29.764
Thermometer.....80.7
Humidity.....83.0
Rainfall.....16.496

TO-DAY.

WEATHER REPORT.

On date at 4 p.m.
Barometer.....29.76
Temperature.....85
Humidity.....79
Rainfall.....70

TO-DAY.

Friday, 14th June, 1901.
Chinese—28th of 4th moon of 27th year of Kuang-shi.

Sun—Rises.....5hr. 17min.
Sets.....6hr. 43min.

Moon—In Perigee 7hr. a.m.
High water—Morning.....6hr. 32min.
Afternoon.....8hr. 11min.

Low water—Morning.....9hr. 0min.
Afternoon.....1hr. 23min.

ANNIVERSARIES.

1645—Battle of Naseby.

1662—Execution of Sir Henry Vane.

1804—Battle of Marengo.

1823—Russo-Chinese Treaty signed.

1857—Cawnpore besieged.

1896—Inspector Moffat of the Sanitary Department died of plague.

1897—Death of Barney J. Barnato.

1898—Victoria Cross to carry an annuity of £50.—Weng Tung-ho dismissed from all offices.

1899—Reported death of Philippine General Luna.

1900—Part of the British Legation, and other buildings at Peking, destroyed by fire.

TO-MORROW.

Saturday, 15th June, 1901.

Chinese—29th of 4th moon of 27th year of Kuang-shi.

Sun—Rises.....5hr. 18min.
Sets.....6hr. 43min.

High water—Morning.....7hr. 17min.
Afternoon.....9hr. 14min.

Low water—Morning.....9hr. 0min.
Afternoon.....1hr. 32min.

ANNIVERSARIES.

1215—Magna Charta signed.

1387—Wat Tiller killed.

1860—War declared between Prussia, and Italy and Austria.

1867—Hope Dock, Hongkong opened.

1881—*Hongkong Telegraph* newspaper started.

1888—Empress Frederick died.

1896—Seismic disturbances in Japan: 37,450 lives lost.

1899—Venezuela Arbitration tribunal assembled at Paris.

1899—Collision between Bluecher and Poelitz former sank, many lives lost.

AGENDA.

TO-MORROW.

3 p.m.—C. M. Co's steamer *Diamond* leaves for Manila.

9 p.m.—Benefit Concert at the R.E. Variety Club.

SUNDAY, 16th.

O. S. K. Co's steamer *Datjin Maru* leaves for Coast Ports.

MONDAY, 17th.

Cargo, ex C. Ferd. *Lacise* subject to rent.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

June 8th.

—Mr. Strelly, 3rd engineer of the *Chelydra*, has been appointed 2nd engineer of *Taishan*, vice Mr. Hutchinson, resigned.

June 10th.

E. J. Stoddart, chief engineer of the *Diamond* has gone home.

A. Wylie, 2nd engineer of *Esmeralda* has been promoted chief engineer *Diamond*.

Mr. Stephen, chief officer *Taishan* has been transferred to the *Too-mee* in the same capacity.

Mr. C. Stuart, 2nd officer *Fushun*, has been transferred to the *Taishan*.

June 11th.

Mr. H. P. Vincent, 2nd officer, *Pekin*, is transferred to the *Chilli*.

Mr. A. J. Philbey, 2nd officer, *Chilli*, is transferred to the *Pekin*.

Mr. J. D. James, chief officer, *Chingking*, is transferred to the *Chilli*.

Mr. P. H. Cowan, chief officer, *Chilli*, is transferred to the *Chingking*.

Mr. W. Murdoch, 3rd engineer, *Laisang*, is transferred to the *Chingking*.

Captain C. Payne, from leave, commands the *Laisang*.

Mr. C. Tilley is 4th engineer, *Laisang*.

Mr. J. S. McGavin, chief engineer, *Chefoo*, is transferred to the *Woosung*.

Mr. E. Hankey, chief engineer, *Woosung*, is transferred to the *Chefoo*.

Mr. A. Donaldson, acting 2nd engineer, *Peking*, is on leave.

Captain W. E. Saver, from home leave, has gone in command of the *Macedonia*.

Mr. A. Spiers, acting chief engineer, *Esang*, has gone 2nd engineer, *Yuenan*.

Captain F. G. Monsarrat, *Macedonia*, is on leave.

Mr. M. Courtney, from leave, is chief officer, *Laisang*.

Mr. W. F. Bichard, from leave, is 2nd officer, *Laisang*.

Mr. Costling is 3rd officer, *Laisang*.

Mr. J. D. MacKracken, from leave, is chief engineer, *Laisang*.

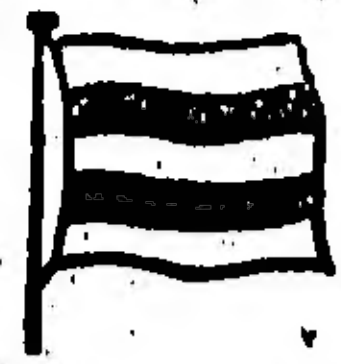
Mr. W. Gow, from leave, is 2nd engineer, *Laisang*.

SHIPPING AND MAIL NEWS.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at Noon.
SADO MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Daylight.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Noon.
A. E. Moses	HAMA	FRIDAY, 21st June, at Noon.
MIKE MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon.
M. Vagi	VICTORIA, B.C. and SEATTLE	MONDAY, 24th June, at 4 P.M.
RIOJUN MARU	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 24th June, at 4 P.M.
HITACHI MARU	MAKESSEL, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 28th June, at Daylight.
G. Anderson	SYDNEY and MELBOURNE via MANILA	FRIDAY, 28th June, at 4 P.M.
ROSETTA MARU	THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.
N. Tate		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 14th June, 1901.

TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 24th Aug., at Noon.

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 11th June, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-Class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," between

HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELLI" will be despatched for PORTLAND (OR.), on TUESDAY, the 18th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information communicate with, or apply to, ALLAN CAMERON, General Agent.

or to

DODWELL & Co., LIMITED.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 13rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.

THE P.M. Company's Steamship "PERU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

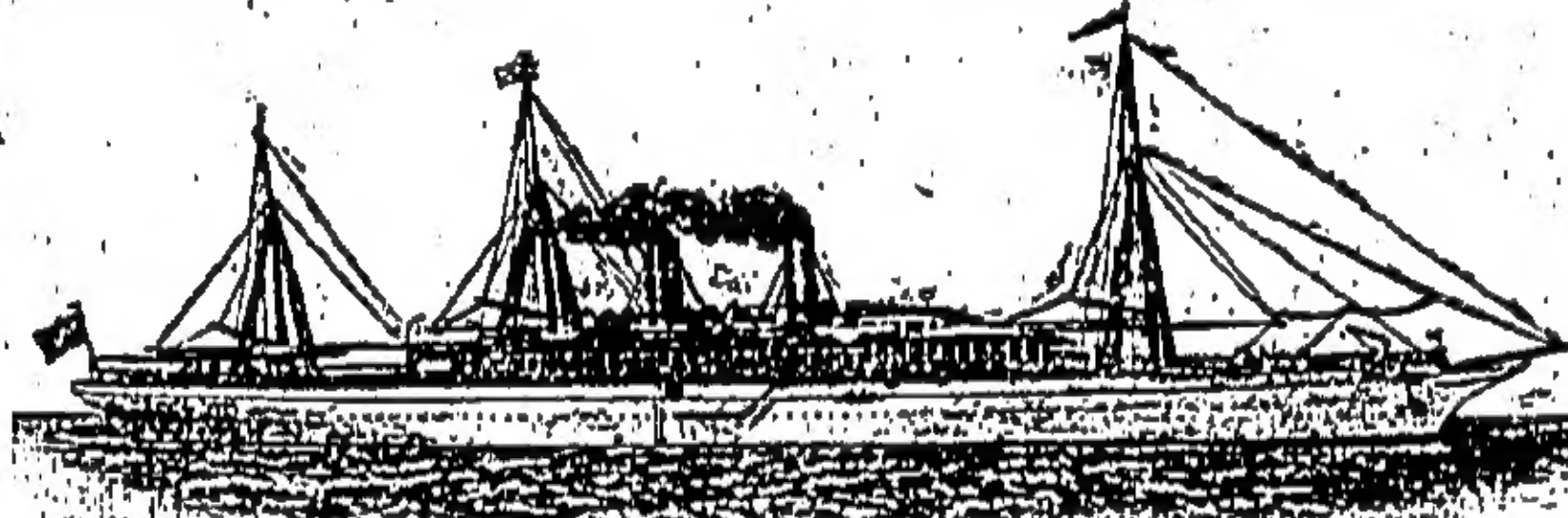
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage, and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 1st June, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 26th June.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 17th July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NUERNBERG	HAVRE and HAMBURG	25th June. Freight.
Mayer	(Calling at SINGAPORE and PENANG)	
SAMBIA	HAVRE, BREMEN and HAMBURG	12th July. Freight.
Schmidt	(Calling at SINGAPORE and COLOMBO)	
WUERZBURG	HAVRE and HAMBURG	26th July. Freight.
Schneider	(Calling at SINGAPORE and PENANG)	
ACILIA	HAVRE and HAMBURG	9th August. Freight.
v. Dohren	(Calling at SINGAPORE and COLOMBO)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Building.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
FOOCHOW and MOI	"KALGAN"	15th instant.
SHANGHAI	"WHAMPOA"	21st instant.
TIENTSIN	"NANCHANG"	22nd instant.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...		On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 16th June, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	Due.
GLASGOW and LIVERPOOL	"ALCINOUS"	15th June.
"	"DION"	20th June.
"	"PELEUS"	25th June.

S.S. "GLAUCUS" from GLASGOW and LIVERPOOL has arrived, and will sail for SHANGHAI, on SUNDAY, the 16th instant.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL
LONDON	"MACHAON"	25th June.
"	"PROMETHEUS"	15th July.
"	"ALCINOUS"	23rd July.
LIVERPOOL (DIRECT)	"GLAUCUS"	About 15th July.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 14th June, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU," Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 16th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th June, 1901. [226c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th June, 1901. [321c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King, 1,379 about June 20

THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOI, KOBE, YOKOHAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 29th May, 1901. [184c]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901. [540c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU," Captain K. Suzuki, will be despatched for the above Ports, on WEDNESDAY, the 26th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th June, 1901. [226c]

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENARRY," Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th May, 1901. [579c]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA," Captain Williamson, will be despatched for the above Port, on or about the 1st August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 14th June, 1901.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Agents.

Hongkong, 28th May, 189c. [120]

F. BLACKHEAD & CO.,

SHIP CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION, RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS' STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

The Share Market.

LATEST QUOTATIONS.

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	388 1/2 premium
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China & Japan, Limited. (Ordinary)	£ 4	1/4
The Bank of China & Japan, Limited. (Deferred)	£ 1	55 1/2 buyers
National Bank of China, Ltd.	£ 8	\$27 buyers
Do. Founders.	£ 1	\$15 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$60 buyers
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yangtze Ins. Assoc. Ltd.	\$ 60	\$125
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Strait Settlements Ins. Co., Ltd.	\$ 50	\$180
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited.	\$ 15	\$35
Indo-China Steam Navigation Co., Ltd.	£ 10	\$144 buyers
China & Malaya S.S. Co., Ltd.	\$ 40	\$52
Douglas Steamship Co., Ltd.	\$ 50	\$56
China Mutual S. S. Co., Ltd.	£ 10	£12 buyers
China Mutual S. S. Co., Ltd. (Ordinary)	£ 10	£12 buyers
China Mutual S. S. Co., Ltd. (Deferred)	£ 5	£7 buyers
Star Ferry Co., Ltd.	\$ 25	\$81 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£12 1/2
China Paper Rolling Co., Ltd.	\$100	\$142 buyers
Luxon Sugar Refining Co., Ltd.	\$100	\$38 sellers
Mineral.		
Peking Mining Co., Ltd.	\$ 9	\$7 sellers
Punjab Mining Co., Ltd.	\$ 4	\$120
Southern Mining Co., Ltd.	\$ 25	cents 50
Jebeu Mining Co., Ltd.	\$ 5	\$5 buyers
Trading Co., Ltd.	\$ 5	\$5 buyers
Raub, Nyan, Gold Mining Co., Ltd.	182,104	\$12
Oliver, Fairchild, Mines, Ltd.	\$ 5	\$14
Oliver, Fairchild, Mines, Ltd.	\$ 5	\$14
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$325
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$105
Wanchai Warehouse & Storage Co., Ltd.	\$ 371	\$64
New Amoy Dock Co., Ltd.	\$ 64	\$22 1/2 buyers
China Provisional Loan & Mortgage Co., Ltd.	10	\$9.85 sales
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$199 sales
Keowloon Land and Building Co., Ltd.	\$ 50	\$30 sales
West Point Building Co., Ltd.	\$ 50	\$55 sellers
H'kong Hotel Co., Ltd.	\$ 50	\$128 sellers
Oriente Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$13 1/2 sellers
Cotton Mills.		
Hongkong Cotton Spinning & Weaving Co., Ltd.	\$100	\$8
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50 sellers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 40 sales
Lao-kaung-nong Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50 buyers
Soy Chee Cotton Spinning & Weaving Co., Ltd.	Tls. 500	Tls. 300 sellers
Yahlong Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 25 buyers
Cigar Companies.		
Alhambra, Limited.	\$500	\$1,500 sellers
Philippine Tobacco Trust Co., Ltd.	\$ 50	\$57 sales and buyers
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$19 sales
China-Borneo Co., Ltd.	\$ 15	\$38 sellers
S. Watson & Co., Ltd.	\$ 10	\$16 sellers
Watkins, Limited.	\$ 10	\$34 sales
Hongkong Electric Co., Limited.	\$ 10	\$124 buyers
Hongkong Electric Co., Limited.	\$ 5	\$64 buyers
Hongkong and China Gas Co., Ltd.	£ 10	£135 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$167 1/2 buyers
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$175 buyers
Tramway Co., Ltd.	\$100	\$225 buyers
Dairy Farm Co., Ltd.	\$ 6	\$74 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos Eastern Agency, Ltd.	£ 1	\$110
United Asbestos Oriental Agency, Ltd.	\$ 4	\$114 sellers
Tobacco Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Waterboat Co., Ltd.	\$ 5	\$7
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Pinao Co., Ltd.	\$ 50	\$50
Manila Investment Co., Ltd.	\$ 50	\$56 sales

VISITORS AT THE HONGKONG HOTEL.

Andrews, Mr. D. A.	Innes, Capt.
Andrews, Mrs.	Irving, Mr. E. N.
Angus, Mrs.	Johansen, Mr. and Mrs.
Arnold, Mr. H.	Joseph, Mr. E. S.
Auld, Mr. J. S.	Katch, Mr. E. A.
Bailey, Mr. W. S.	Kiame, Mr. and Mrs. F.
Bell, Mr. and Mrs. O.	King, Maj. H. S., R.E.
M. D.	Kirkwood, Mr. J.
Benjamin, Mr. David	Liblain, Mr.
Beringer, Mr. F. J. G.	Littledale, R.E., Major
Black, Mr. J.	R. P.
Brandreth, R.N., Lt. & Mrs.	Long, Mr. and Mrs. D. M.
Brooks, Major & Mrs. Macdonald, Mr. D.	Macdonald, Mr. D.
J. C.	Marlow, Mr.
Brown, R.E., Major W. B.	Mudge, Mr. Geo.
Brown, Mr. J.	Parfitt, Mr. W.
Bruce, Mr. and Mrs.	Perie, Mr. C.
Burnie, Mr. C. M. G.	Perie, Mr. H.
Bussutow, Mr.	Reich, Mr. A. H.
Cameron, Mr. D. H.	Robertson, Mr.
Clark, Dr. & Mrs. F.	Robinson, Mr. V.
Clarke, Mr. W. G.	Schow, Mr. C.
Cole, Mr. G. E.	Smith, Mr. Stuart
Coleman, Mr. J. S.	Smithers, Mr. R. G.
Cunningham, Mr. P. A.	Stevens, Mr. H. Goyne
Davis, Mrs. W. & child	Stewart, Mr. E. H.
Dennis, Mr. W.	Taylor, Mr. D. G.
Dunroche, Mr. P. C.	Thomas, Mr. Harry
Dorehill, K.A., Major	Tibbey, Mr. H. M.
Dyson, Capt. P. S.	Valentine, Mr. G. H.
Fernald, Mr. and Mrs.	Wakeman, Mr. G. H.
Ferris, Mr. C.	Watts, Mr. and Mrs.
Gibson, Mr. Kennedy	White, Mr. and Mrs.
Glover, Mr. J.	W. J. G.
Grant, Mr. John	Wild, Lieut. and Mrs.
Griffin, Mr. A. E.	Williamson, Mr. and
Gubby, Mr. R. A.	Woolen, Mr. J. J.
Hall, Capt. F.	Wright, Mr. and Mrs.
Harold, Mr. W.	
Hess, Mr. J. L.	
Howard, Mr. Thos.	
Huke, Mr. A. N.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Mackie, Mr. C. Gordon
Benjamin, Mr. S. S.	Manice, Mr. and Mrs.
Bonnar, Mr. J. W. C.	Martin, Mr. R.
Brayne, Mr. H. F. R.	Miller, Mr. and Mrs.
Brown, Colonel F.	Neale, Mr. Stuart
Bruce, Mr. G. H.	O'Connell, Col. The
Cameron, Mr. Allan	O'Connell, Madam
Carrington, Sir John	Oppenheim, Mr. J.
C.M.G.	Perrot, Col.
Carrington, Miss	Pitt, Mr. John, R.N.
Collard, Col. A. W.	Pollock, Mr. H. E.
Crookenden, Col.	Pyne, Capt. R.A.M.C.
Dani, Mr. G. H.	Pyne, Mrs.
Dion, Mr. F.	Quinn, Mr. A. B.
Ellam, Mr. A. S.	Rouse, Mr. A. B.
Ezekiel, Mr. J. S.	Rublee, Mr. W. A.
Ezekiel, Mr. R. M.	S. Consul of America
Forbes, Mr. Andrew	Rublee, Mrs. W. A.
Fraser, Mr. and Mrs.	child and maid
H. W.	Shelton, Mr. Edward
Graham, Mr. D. M.	Sinclair, Mr. A.
Harrison, Dr. and Mrs.	Sticks, Mr. A. G.
G. M.	Tomlin, Mr. G. L.
Günappert, Mr. and Mrs.	Wedel, Count and
Hayes, Mr. G. A.	Countess
Hughes, Col. G. A.	Wheeler, Mr. H. H.
Jefferys, Mr. J.	Wheeler, Lt. Col. J. L.
Lang, Dr. K.	Wiggins, Mr. W. T.
Mr. L. E.	

CRAIGEBURN.

Anderson, Mr. Jas.	Hewitt, Mr. and Mrs.
Beattie, Mr. and Mrs.	T. H. B.
Benjamin, Mr. and Mrs.	Helms, Mr. W.
Brown, Mr. and Mrs.	Langlands, A.O.D.
H. Matheson	Capt. and Mrs. P.
Crouch, Mr. J. W.	Bye, Mr. E. Burns
Grimble, Mr. & Mrs. G.	Volpelli, Consul

KOWLOON HOTEL.

Andrew, Mr. John	MacGregor, Mr. J. W.
Baners, Mr. F.	Nobbs, Prof. A. P.
Brandstetler, Capt.	Sadow, Mr. Louis
Cleasby, Mr. W. H.	Saxton, Mr. and Mrs.
Davies, Mr. W.	T. R.
Dean, Mr. F.	Spittles, Mr. J.
Earby, Mr. R. A.	Williams, Mr. G. F.

EXCHANGE.

Hongkong, 14th June.	
ON LONDON, Telegraphic Transfer	111 1/2
Bank Bills, on demand 1/11 9/16	
Credit, 4 months' sight	111 1/2
D'Almeida, 3 months' sight	111 1/2
ON HULL, Bank Bills on demand	111 1/2
Credit, 4 months' sight	111 1/2
ON NEW YORK, Bank Bills on demand	111 1/2
Credit, 30 days' sight	111 1/2
ON HONGKONG, Telegraphic Transfer	111 1/2
Private 30 days' sight	111 1/2
ON SHANGHAI, Telegraphic Transfer	111 1/2
Private 30 days' sight	111 1/2
ON YOKOHAMA, T.T.	111 1/2
Sovereigns, Bank's Buying Rate	\$10.00
Gold Leaf 100 touch, per tael	\$2.10
Bar Silver	\$2.10
Dollars	71 1/2

OPIUM QUOTATIONS.

Hongkong, 14th June.	
New Patna	\$980 per chest.
Old Patna	\$975
New Benares	\$975 per picul.
New Malwa	\$940
Old Malwa	\$930/80
Patna, paper tied	\$910

VESSELS IN PORT.

Steamers.	
ATHENIAN, British steamer, 2,441, H. Mowat, 24th April, Vancouver via Connaught, Kobe and Moji 7th March, Timber and Flour—C. P. R. Co.	
BURNSIDE, American steamer, 1,400, A. H. Laflin, 14th April, Manila 11th April, Cable—Government.	
CHOWPA, German steamer, 1,115, A. Musing, 17th June, Bangkok 2nd June, and Swatow 10th, Teakwood—Butterfield & Swire.	
CLARA, German steamer, 675, A. Hansen, 12th June, Haiphong 8th June, General—Jensen & Co.	
DIAMANTE, British steamer, 1,251, A. Ramsay, 10th June, Manila 7th June, General—Shewan, Tomes & Co.	
ELITA, Neosy, German steamer, 1,161, H. Bruhn, 17th June, Chinkiang 13th May, General—E. A. T. Co.	
FLANDRIA, German steamer, 1,286, Dreyer, 10th June, Shanghai 7th June, General—Siemens & Co.	
GLAUCUS, British steamer, 3,591, Thompson, 13th June, Singapore 8th June, General—Butterfield & Swire.	
HIP SANG, British steamer, 1,240, Murray Crockett, 13th June, Swatow 12th June, General—Jardine, Matheson & Co.	
ICHANG, British steamer, 1,240, W. L. Jones, 12th June, Canton 12th June, General—Butterfield & Swire.	
INDIA, British steamer, 3,152, W. E. Craven, R.N.R., 10th June, Portland, 20th April, and Moji 5th June, General—Shewan, Tomes & Co.	

KYOTO MARU, Japanese steamer, 1,639, T. Sakurai, 12th June, Saigon 8th June, Rice—Order.	
LIGHTNING, British steamer, 2,122, J. G. Speke, 10th June, Calcutta via Penang and Singapore 5th June, General—David, Sassoon Sons & Co.	
LOOSCH, German steamer, 1,020, O. Fuchs, 12th July, Bangkok 6th June, Rice—Butterfield & Swire.	
MACDUFF, British steamer, 1,882, R. Glegg, 12th June, Moji 7th June, Coal—Doddwell & Co., Ltd.	
MEADE, American transport, 5,526, G. W. Wilson, 26th April, Manila 23rd April, 28th May, Caroline Islands 15th May, Ballast—Melchers & Co.	
OAK BRANCH, British steamer, 3,064, H. Schell, 12th June, Mororan 4th June, Coal—Doddwell & Co., Ltd.	
PERU, American steamer, 3,528, A. F. Pillsbury, 10th June, San Francisco 11th May, and Shanghai 8th June, Mails and General—J. S. Van Buren.	
POMPEY, American steamer, 785, J. H. Scriven, 21st Mar., Manila 18th Mar., Coal—U. S. Navy.	
PROGRESS, German steamer, 687, P. Brandt, 13th June, Touron 10th June, Coals and General—Siemens & Co.	
ST. ENOCH, British dredger, 650, R. Rawcliffe, 10th May, Weihaiwei 25th May.	
SAMIA, German steamer, 3,556, G. Schmidt, 12th June, Singapore 6th June, General—Siemens & Co.	
SANDAKAN, German steamer, 1,374, A. Brandstetter, 6th June, Sandakan 1st June, Timber and General—Melchers & Co.	
SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April, Samarang and Saigon 29th March, Sugar—Yuen Fat Hong.	
TAI FU, German steamer, 1,055, E. Schipper, 10th June, Bangkok 2nd June, Rice—Tung Kee.	
TETARTOS, German steamer, 1,517, Dense, 11th June, Samarang 2nd June, Sugar—Siemens & Co.	
TRIM, Norwegian steamer, 710, Hans Dahl, 11th June, Haiphong and Hoehow 9th June, General—A. R. Marty.	

Sailing Vessels.	
CELESTE BURRILL, British ship, 1,764, C. A. Trehy, 29th May, Manila 9th May, Ballast—Order.	
DUNDEE, British ship, 1,998, Hearnings, 14th Oct., 25th June, Kerosine Oil Co.—Standard Oil Co.	
EVIE J. RAY, American bark, Kaster, 21st May, Singapore 27th Mar., Timber—Sander, Wieler & Co.	
FULWOOD, British ship, 1,486, Thomas, 1st Dec., Cardiff via Cape Town 26th Sept., Coal—Government.	
LUZON, American 4-masted schooner, 512, Aderson, 31st Mar., Port Townsend 28th Dec., General—Holliday, Wise & Co.	
MADAGASCAR, British 4-masted barque, 1,907, A. H. Smith, 4th Mar., from New York, Oil—Standard Oil Co.	
MARCHEL DE VILLARD, French bark, 1,171, Rinaldi, 31st May, Cardiff 4th Jan., Coals—A. A. Trading Co.	
MERCURY, German schooner, 52, Vaines, 23rd Feb., Yag 9th Feb., Ballast—Siemens & Co.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast—Master.	
SUSSEX, British bark, 1,212, Guthrie, 17th May, Fremantle 26th Mar., Sandalwood—Master.	
VALK OF DOON, British bark, 717, Petersen, 28th May, Rajang 29th April, Timber—Sander, Wieler & Co.	
VIMPIKA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan., New York 3rd Sept., Coals—Order.	

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, June 14th, 1901.	
Alacrity, despatch vessel, 1,700 tons, 10 guns, 12 knots, Comdr. G. F. M. Craddock, Shanghai.	
Algerine, sloop, 1,050 tons, 6 guns, 11 knots, Comdr. E. D. Hunt, Shanghai.	
Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 16 knots, Capt. J. S. Martin, Whowang.	
Argonaut, 1st-class cruiser, 11,000 tons, 16 guns, 16 knots, Capt. G. H. Cherry, R.N., Shanghai.	
Astraea, 2nd-class cruiser, 4,300 tons, 10 guns, 16 knots, Capt. A. W. Paget, C.M.G., Shanghai.	
Aurora, 1st-class cruiser, 5,600 tons, 8 guns, 12 knots, Capt. L. J. Hayley, C.B., Foochow.	
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13 knots, Capt. G. J. S. Ward, Nagasaki.	
Blenheim, 1st-class cruiser, 900 tons, 12 guns, 21 knots, Capt. Henderson, C.M.G., Whowang.	
Bonaventure, 2nd-class cruiser, 3,000 tons, 18 guns, 9 knots, Captain G. G. Siwiec, en route Home.	
Bramble, 1st-class gunboat, 710 tons, 1300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.	
Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Boucherie Wrey, Bart., Hankow.	
Britannia, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. Comdr. E. A. Baird, Foochow.	
Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N., Shanghai.	
Daphne, sloop, 1,120 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Hongkong.	
Didon, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Tiltford, Shanghai.	
Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, Hongkong.	
Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. F. Blunt, Chinkiang.	
Faust, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.	
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Canton.	
Gloria, 1st-class battleship, 14,850 tons, 16 guns, 13,500 h.p., Captain F. S. Ingfield, Japan.	
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Shanghai.	
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.	
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. C. Bondy.	
Hermion, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, Shanghai.	
Humber, sloop, 1,640 tons, 800 h.p., Com. H. J. Davidson, Hongkong.	
Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, Weihaiwei.	
Janet, torpedo-boat destroyer, in reserve.	
Linnet, twin screw, 750 tons, 1 heavy gun, 4 gunnery, 870 h.p., Commander W. W. Binny, Hongkong.	
Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut. Comdr. J. C. Watson, Singapore.	
Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Whowang.	

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.	
Orion, torpedo-boat destroyer, Lieut. and Comdr. P. Mansel, Shanghai.	
Phalaris, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Tientsin.	
Pigmy, 1st-class gunboat, 755 tons, 6 guns, 1,200 h.p., Comdr. J. F. E. Green, Singapore.	
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.	
Plaver, 1st-class gunboat, 455 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. V. de M. Cowper, Shanghai.	
Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. F. Corbett, Shanghai.	
Robin, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Tientsin.	
Rosario, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Tientsin.	
Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.	
Snipe, river-gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and Commander Oldham, Yangtze.	
Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 h.p., Hongkong.	
Taku, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beatty-Powell, Hongkong.	
Talbot, 2nd-class cruiser, 5,600 tons, 8,000 h.p., Capt. F. G. Stopford, Hongkong.	
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.	
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Hongkong.	
Tweed, coast defence gunboat, 63 tons, 3 guns, 200 h.p., in Reserve Hongkong.	
Waterwitch, surveying ship, 620 tons, Lieut. Comdr. Lyne, Manila.	
Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt. Comdr. Mackenzie, D.S.O., Shanghai.	
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.	
Woodcock, river-gunboat, 2 guns, 560 h.p., Lieut. Comdr. Watson, Kiangling.	
Woodstock, river-gunboat, 2 guns, 550 h.p., Lieut. Comdr. E. E. Hillman, Yangtze.	
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.	

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Denau, Austrian cruiser, 2,340 tons, Captain Victor Bless v. Sambuchi, Singapore.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Ellissen, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,400 tons, 5,900 i.h.p., Capt. J. P. Kossun, Swatow.

Leopard, Austrian cruiser, 1,600 tons, Captain Müller, at Hongkong.

Liberal, Portuguese gunboat, 558 tons, Comdr. J. de Cunha, Amoy, Macao.

Maria Theresia, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Heen, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 3,500 tons, Captain Skala, Shanghai.